



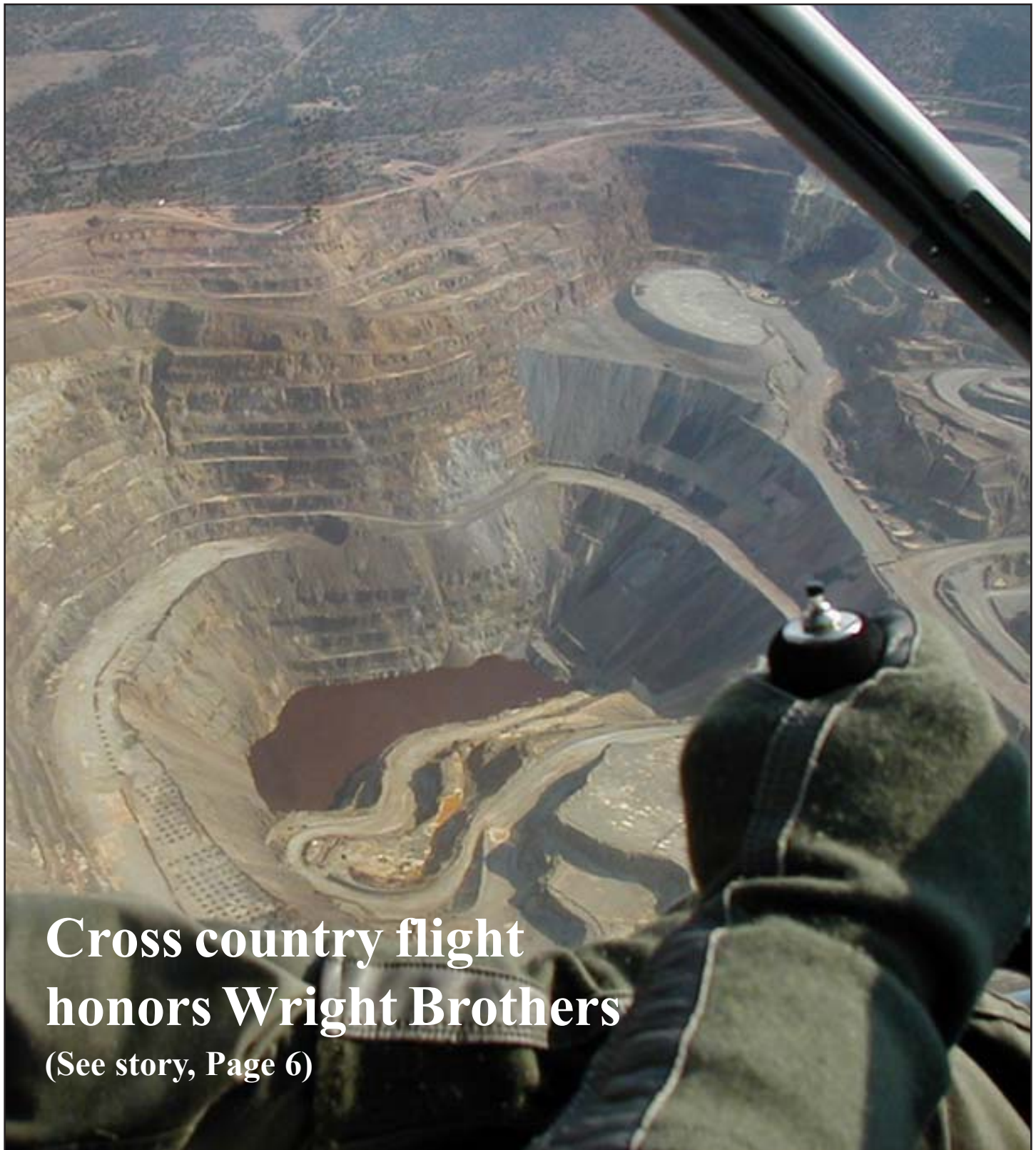
*America's First Choice*

# CONTACT

Vol. 21, No. 10

Magazine for and about Air Force Reserve members assigned  
to the 349th Air Mobility Wing Travis Air Force Base, California

October 2003



**Cross country flight  
honors Wright Brothers**  
(See story, Page 6)

# Reservists make it work

**W**elcome to the October UTA ! The wing has been challenged to keep up a tremendously busy ops tempo and you have met each challenge with style and competency.

We have a critical and demanding mission that is essential to the war fighting capability of the nation. You are warriors. What or how you operate will determine whether we are successful or not. You have heard the old adage about the pointy end of the spear always gets the glory. Some of that may be true but make no mistake that the pointy end only hits the target when the rest of the spear is attached. We are all on that spear somewhere. As you do your job so flies the spear. The better you do your job the better we are at accomplishing the mission. The spear then flies straight and true and strikes the target. Every 349th member is part of the spear. It is the whole spear that hits the target and it is together that we fail or succeed. With that said, I would like to acknowledge some members of the wing by Group that are helping us hit the target.

The people that won't say anything about their roles are **Lt. Col. Lonnie Williams** and **Maj. Dave Pavey**.

**Lt. Col. Williams**, 349th Operations Group Deputy Commander is ever present and involved within the OG. Williams was and still is invaluable in the conduct of ongoing 349th operations. Insight born of experience, Williams is among the most unassuming yet influential individuals on Travis. You cannot overstate the value of his long-term contributions over the years.

**Maj. Dave Pavey**, 349th OG Chief of Standardization and Evaluation, is amidst the throes of deployed conflict. Pavey lead his capable staff on a crusade to assist the activated 349th squadrons to an extremely successful 15th Air Force Aircrew Standardization Evaluation Visit. This was not a small accomplishment with a majority of the aircrew deployed off station.

**Master Sgts. Paul McCullough** and **Jon Saunders** have brought the 349th Mission Support Group Honor Guard to a benchmark status in the Air Force Reserve Command. With the Defense Reorganization Act of 1999, which

mandated specific Military Funeral Honors for service members, veterans, and retirees it was clear Travis would have great difficulty in meeting this lawful requirement without the assistance of the reserve forces. Prior to the Act, the 349th Honor Guard was very experienced at Ceremonial Honors but not a single person was trained in Military Funeral Honors. Drawing upon this experienced pool of available personnel, Sgts. McCullough and Saunders went to Bolling Air Force Base, Washington, D.C., to receive the instructor training and in short order trained the entire 349th Honor Guard in Military Funeral Honors. The ramp up went from supporting zero Military Funeral Honors to more than 35 percent of the funerals in less than a year. The inspirational leadership by McCullough and Saunders caused the Travis Honor Guard to grow and it is notable that these two individuals conduct the core training for the entire Honor Guard and currently all Military Funeral Honors training, for active duty and reserve alike.

**Master Sgt. William S. Morrissey**, 349th Component Maintenance Squadron, organized aircraft maintainers as a team for deployment to Diego Garcia and Guam providing much needed support. Morrissey kept C-5s flying and supporting the war with Iraq by facilitating a plan between CMS and the Equipment Maintenance Squadron to replace a damaged No. 2 engine inlet cowl on a C-5 aircraft. He developed a plan that expedited the overall repair of the aircraft and assisted in the early completion of it's rebuild. His leadership sets new standards daily.

**Tech. Sgt. Jesse Brown**, 349th Component Maintenance Squadron, contributed immeasurably to the timely completion of the C-5 aircraft Isochronal Inspections. He assumed a strong leadership role in the absence of a shop supervisor for 60th and 349th Hydraulics shop. Brown is the primary trainer and certifier for the revamped Pneudraulic section five- and seven-level upgrade training program. He certified 95 percent of the personnel in upgrade training four months ahead of normal upgrade time. He aggressively maintains the highest standard of supervision and safe work



## Pass and Review

By Brig. Gen. Thomas M. Gisler, Jr.

ethics in all areas. His perfectionism led to a section-training program being noted as thorough and flawless by the LG SAV.

**Senior Master Sgt. Mindy Schoch**, 349th Aerospace Medicine Squadron, is the Medical Laboratory Superintendent. Schoch consistently supports Physical Exams for two supported weekends a month and takes on additional duties from the squadron as needed. In addition to running the laboratory and processing several hundred-laboratory tests each UTA weekend, she also acts as the additional duty First Sergeant for this unit. Schoch is also in charge of the Wing's Self-Aid and Buddy Care program. She is an asset to the unit and this wing.

**Tech. Sgt. Arnita Fowler**, 349th Medical Squadron, consistently supports TOPStar, the Air Force Sustainment Training platform for medical personnel. She routinely instructs at the Airman Leadership School and she's the inspiration behind and organizer of many of the squadron's activities, morale building and family-oriented events. Fowler is also the unit's Administrative Services Training Manager. She recently returned from deployment to Germany, where she worked with the Army taking care of patients evacuated during Operation Iraqi Freedom. She encourages professional and receives admiration from all who work with her.

This is but a few of the distinguished members of the 349th. We have great equipment, but nothing happens without the right people doing the right job. All of you bring life to our mission with your spirit, passion, and dedication. The 349th is filled with people who care about what they are doing and want to make a difference in today's objective. I am blessed to work with each and every one of you. Keep up the good work and continue excellence in all you do. That drive will keep us among the very best.





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**CONTACT** magazine is the monthly, authorized publication of the Air Force Reserve's 349th Air Mobility Wing, Travis Air Force Base, California. It is printed under a contract with Folger Graphics, Hayward, California. The contents expressed herein are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force. All photographs are U.S. Air Force photographs unless otherwise indicated.

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# CONTACT

Vol. 21, No. 10

October 2003

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Success begins with knowing where you are and the positive attitude it takes to get you where you want to be.

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### 9 Air Force kicks off Climate Survey

The Air Force is giving its members a chance to voice their thoughts and opinions on the greatest influence on the Air Force - anonymously.

### 10 70th ARS is home with family, friends

After being deployed more for more than six months, family, friends and co-workers get together to share a homecoming celebration.

### 11 Aerial Port community establishes another first

Team Travis has established another first in the Aerial Port community. At 0'dark thirty on Aug. 5, 2003, the 60th APS deployed an exclusive team of activated 82nd APS reservists.

### 12 Wing promotions

The 349th enlisted promotions are out - see who is taking a step up.

## On the Cover



**Isn't this the pits?:** Master Sgt. Dave Gardner of the 749th Aircraft Maintenance Squadron and his brother, John, saw many awesome sights like this open pit copper mine in Silver City, N.M., on their cross-country flight to Kitty Hawk, N.C. See the full story on Page 6 of this issue.

Cover photo by Master Sgt. Dave Gardner,  
749th Aircraft Maintenance Squadron

# Actions create success

Success is not bought or inherited; it is a product of our actions.

Success begins with knowing where you are and the positive attitude it takes to get you where you want to be. It takes a deep commitment to promote positive change and an even deeper commitment from you to enhance our readiness capability.

We all know that the success of our Air Force depends on the number of qualified personnel trained and prepared to accomplish the mission. That's why it is more critical now than ever before that we recruit and retain our most important resource - our people.

The trend for the past several years is fewer people leaving active duty and joining the Reserve. When I left active duty and joined the Air Force Reserve in 1978, nearly 85 percent of the people in the Air Force Reserve were prior active duty.

Those numbers have changed drastically, which means our recruiters have had to change their focus to recruiting non-prior service people into our ranks. This means higher costs for recruiting and training. And, this is money

which could benefit our Air Force if used elsewhere.

Here's how you can help save money and help our Air Force remain the best in the world. Support our recruiting and retention programs.

The "Get One" program is designed for our members to give referrals of people they know to our Air Force recruiters.



This successful program has a proven history because our people know what kind of candidates will make the best members of our Air Force. Recruiters also know these referrals identify people who have a much higher probability of joining and being an asset to our team. Your friends, family members, neighbors and co-workers have heard you speak of the missions, benefits, travels, camaraderie and patriotism by serving your country. Therefore, they already have a good idea of the commitment and service we seek from our people.

As always, we are particularly interested in those you know who have previously served in the military, regardless of which branch or component. These people have in many cases already completed the necessary training to join



## Chief's Counsel

By Command Chief Master Sgt.

Anthony L. Maddux

and begin serving right away. We must also all work together to retain our people. Retention is not just the jobs of the unit, group and wing career Assistance advisors, but everyone's responsibility.

Our new Wing Career Assistance Advisor, Master Sgt. Penny Cloud, will be using her professionalism and talents to ensure our retention programs continue to receive top-notch attention. But you too can help by discussing issues, problems and other factors that could impact retention. We need to all work together to resolve as many as possible.

I believe a dynamic career retention program enhances the morale of each unit and that has a direct impact on the combat readiness of the Air Force. America's future depends on the people that make up our team, "Team Air Force."

## Volunteering brightens everyone's holiday - Operation Teddy Bear

Christmas is right around the corner and what better way to start the holiday season than to volunteer a few hours to make a child's Christmas brighter.

The 349th Air Mobility Wing Top Three at Travis is sponsoring Operation Teddy Bear.

This is an annual event where Air Force Reserve, active duty and all others who want to volunteer, assemble gift bags, USA Flags, and of course big furry Teddy Bears, for local Fairfield and Vacaville elementary school children.

The children are from many different nations. Many of the children may see little under their tree

at Christmas, except for the gift bags.

Due to the many different nationalities of the children, volunteers are needed who are fluent in Spanish, Filipino, Mong, Chinese or any of the dialects spoken in Cambodia, Vietnam and Laos.

The "Spirit of Volunteerism" is crucial to the continued success of Operation Teddy Bear.

The specific dates for school visits will be announced, as they are determined. Typically, the dates are near the end of November to the middle of December and the presentations to the children are made during the school day.

Questions or to sign up to volunteer should be directed to the Operation Teddy Bear flight coordinators.

### A Flight Coordinator

Tech. Sgt. Jodi Slezak,  
349th Memorial Affairs Squadron  
(707) 424-1800

### B Flight Coordinator

Senior Master Sgt. Pat McReynolds,  
349th Aircraft Maintenance Squadron  
(707) 424-0774

Tech. Sgt. Andrew Hopkins,  
55th Aerial Port Squadron  
(707) 424-7060

### C Flight Coordinator

Tech. Sgt. David Hoggard,  
349th Component Maintenance Squadron  
(707) 424-5262  
Senior Airman Amber Sapp,  
349th Logistics Readiness Squadron  
(707) 424-1857

# Idea pays off big time

by Tech. Sgt. Scott King  
60th Public Affairs

An Air Reserve Technician from the 349th Equipment Maintenance Squadron earned a coveted \$10,000 cash award for suggestions submitted through the Air Force's Innovative Development through Employee Awareness program.

Staff Sgt. Nick Bugni received his check for the "tangible savings" to the Air Force, according to program officials.

Bugni suggested an improved way to remove and replace horizontal stabilizer pivot pins on T-tails of C-5 Galaxys.

"I've submitted dozens of suggestions in the past for different cost-saving ideas," Bugni said. "I never thought I'd receive the maximum amount of money from the Air Force like I did — it paid off this time."

The idea paid off for the Air Force as well. His suggestion will save the Air Force about \$133,000 annually.

In January 2002, Bugni watched a depot team from Robins Air Force Base, Ga., on the Travis flightline. They removed and replaced a pivot pin on a C-5 — a procedure that took three hours. He took pictures and notes of the procedure. After

it was replaced, the engineers explained that the process could be completed safely in the field. They said he should submit a suggestion to add the job to a technical order so maintainers at bases could replace the part.

"As I thought about all the travel, lodging and man hours that could be saved if we took care of this fix here, it became obvious there could be a huge savings to the Air Force and we wouldn't have to wait (sometimes weeks) for a depot team to fly in to make the repairs," Bugni said.

Not only were time, travel and man hours saved, but before Bugni's suggestion, many components were disconnected and removed unnecessarily before replacing the pivot pin.

Since steps have been cut out that were not necessary for the procedure, maintainers do not have to rely on as much equipment, either. That also saves money, he said.

"The IDEA program is a great opportunity for people to improve processes throughout the Air Force, saving valuable time and money," Bugni said.

Bugni said he plans to take his co-workers out to lunch and take his wife on a cruise after he receives his money.



Photo by Arielle Kohn, Base Multimedia Service Center

**CHECK this out:** Col. Michael L. Sevier, 60th Air Mobility Wing vice commander (center), and Col. Thomas A. Linster, 349th Maintenance Group commander, (right), present Staff Sgt. Nicholas Bugni a \$10,000 check for his IDEA submission.

## Commanders' Calls set for Oct. UTAs

The 349th Air Mobility Wing commander will hold a mandatory Commander's Call this month at the Base Theater.

Commanders' Calls will begin at 10:00 a.m. on Sunday of each UTA.

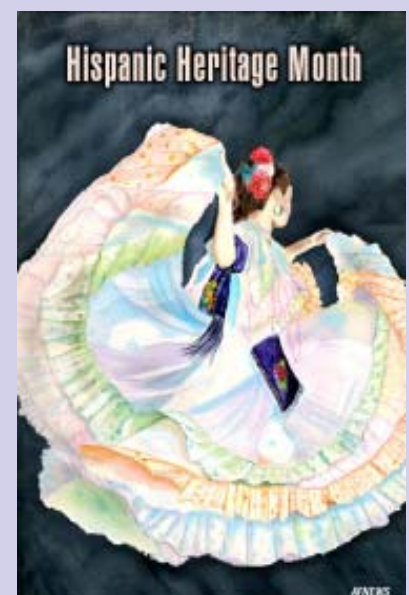
Due to the limited parking around the base theater it is recommended that unit members car pool or park at the 349th AMW headquarters building and walk to the Base Theater.

## MEO vacancy

The Military Equal Opportunity office has an enlisted vacancy. MEO is the office of primary responsibility for matters of equal opportunity and treatment issues and human relations education.

Outstanding communications skills, as well as analytical abilities, an understanding and appreciation of diversity-related issues are necessary. A liberal arts degree is desirable, but not required.

Interested personnel please email a resume to the MEO office to the attention of 1st Lt. Clarissa Tuttle at: clarissa.tuttle@travis.af.mil, or at (707) 424-1693.



**Sept. 15 - Oct. 15**



# Wing member flies cross-country to celeb

by Master Sgt. Dave Gardner  
749th Aircraft Maintenance Squadron

While reading the United States Ultra-light Association magazine a few years ago, I read about a commemorative flight from Dayton, Ohio, to Kitty Hawk, N.C., to celebrate the Wright Brothers first flight 100 years ago this December.

Being from Dayton myself, this sounded like an opportunity to have fun and be part of history. Soon after reading the article, my wife and I went to Dayton to visit family and friends which presented the opportunity to meet with Rich Jennings, the mastermind of this commemorative flight. Rich had very good initial plans and we shared a few ideas. I quickly told him to count me in. I had planned and flown some fairly long cross-countries in the Southwest, and was now ready to fly a long haul.

Considering a trip from the West Coast to the East Coast, my wife and I realized our need for a new plane. I currently owned a Beaver RX-550 that had been a very good trainer for the past 12 years. As much as I liked the Beaver, realistically, it wasn't the plane for the flight across the states.

In August 2001, I received two large crates with all the parts to make an Ultra-light. Wow! What did I get myself into?

Unfortunately the crates arrived a week before a Alaskan big game hunting trip my four brothers and I had planned months before. While I was gone, my wife did me a great favor—she inventoried and categorized all the hardware and stapled it up on plywood for easy access. This put me at ease knowing the project moved forward even without me. What a great savings to have this very tedious aspect out of the way. Things were organized and ready to build when I returned.

While on this hunting trip, the events of Sept. 11, caused all flights to be cancelled, and we were stranded for days in the bush. While stranded, I shared with my brother, John, all the fun it has been for me over the years flying and teaching in ultra-lights. John has always liked all the aspects of aviation and really wanted to learn to fly. He has been able to fly with our brother, Richard, who owns a Piper PA-11, although it's mostly been on

trap line runs and local fun flights.

If John were to learn to fly, ultra-lights would be a good way to start. I suggested a cross-country flight from Perris Valley, Calif., to Dayton, our hometown. A trip like this would indeed cover a wide range of training in a variety of conditions. If the timing was right we then could join the group flying from Dayton to Kitty Hawk. John knew that if he were to learn to fly, this would be it.

It wasn't until late September I began building the Rans in our garage. I've had many years' experience working on nuclear subs in the Navy, as a machinist at the Long Beach Naval Shipyard, being a jet engine mechanic for the Air Force Reserve, and attending many technical schools. The experiences greatly helped me to build a safe flying machine.

One area I did need a bit of help was with the electrical system. Fortunately my friends, Tom Lombardi and Mark Boreman, are strong in that field and helped. Also, Tex Buschow and John Ballantyne were gracious and donate some very nice gauges for my panel.

As the plane grew, we moved it from the garage to the hangar. For the next year and a half I put in a tremendous amount of time and effort into every detail of the plane-- through the summer in 100-plus degree temperatures during the day, 40 at night. All the while I was running my leak detection franchise and performing duties as assistant section chief in the Reserve. I estimate that it took 900 hours to build.

In the early spring of 2003, I performed engine runs and taxi tests at my home field. All initial test flights went very well. Only minor adjustments were required. After a few local flights in the pattern, I then flew it home. For the next few months I flew locally, getting used to the plane and building time. As expected, this went very smoothly with all the hard work that went into building it.

John was able to get time off from work a week before the commemorative flight. After his workday Friday, he flew all night from Fairbanks to Los Angeles, he arrived at 8:30, with his new logbook in hand. I had just finished washing the



Courtesy photo

**Ultra-cool:** Master Sgt. Dave Gardner of the 749th Aircraft Maintenance Squadron, and his brother, John, used this ultra-light aircraft to fly across the U.S.

plane when they drove up. After going over the training objectives, what to expect, the flight path, calling flight service for a weather briefing, we were ready to go. With cheers and waves from my wife and our neighbors we departed June 14 at 11 a.m..

We headed east into the Banning Pass. While climbing to 7,500 feet, I noticed some black paint chips flying forward past my head. My first thought was it could be the paint off the metal extension handle from the washing mitt I used to wash the plane earlier.

We assessed that the engine was running fine and we were flying clean. We decided to fly on. Staying out of the TRSA, we encountered a jet on approach to Palm Springs that was a little closer than we would have liked. At this point I was starting to wonder if the whole trip was going to be like this.

At our first stop for fuel in Blythe, Calif., we found the paint chips in the cockpit and after close inspection determined they were from a rear mounted instrument sender. No big deal. By now the winds really picked up and it was 108 degrees in the shade. After the first leg we were ready for rest and a good meal, then back to the airport.

We talked about our first leg, called weather, and departed for Casa Grande, Ariz., south of the Phoenix area. John was able to read the chart and pick out many landmarks in order for us stay out of the restricted area around Phoenix. After a day of flying, we descended into Casa Grande while enjoying a beautiful sunset over the Arizona mountains and

# rate flight, honor the Wright Brothers

desert. The airport was very quiet and it was a welcome sight to see a few ultralights tied down there. The next morning the weather was clear, winds were calm and temperature was 98 degrees at 8 a.m.

John taxied out and on departure found what P-Factor is all about with the Rotax 912-S engine. While en route to Tucson, John navigated around a major skydiving drop zone depicted on the chart at Eloy. We flew around Tucson and Davis-Monthan Air Force Base over 10,000 feet. Transitioning to an easterly heading was made easier due to my being familiar with the area from years of flying on the cactus flight as a reservist from Davis-Monthan to March Air Reserve Base. We landed at Cochise County Airport for a quick fuel stop.

Then we headed on to Silver City, N.M. The late afternoon thermals were quite intense so we took advantage of the free lift. On approach to Whiskey Creek Airport we experienced plenty of sink, keeping our speed up for a nice no flap landing in cross winds.

As an instructor my motto is: "I would rather hit something at the end of the runway at 5 to 10 m.p.h. 'controlled', than drop out of the air on the approach end 'uncontrolled' at a higher speed."

I say to John that so many people lose track of air speed on approach because of something bothering them at the other end that they fall out of the sky and don't even reach the distracting obstacle. This has worked well for students and me over many years of training.

The next day we departed with stiff, east morning headwinds toward the expansive Rio Grande.

Flying the Rio Grand was a real pleasure. We finally had a bit of a tailwind; it was clear and calm now. Heading north toward Albuquerque, John navigated northeast through a mountain pass to a high rocky mountain plateau and landed at Moriarty, elevation 6,550 feet. We briefly refueled and headed east to Santa Rosa. Because cumulus clouds had been building we called weather and found out there were isolated thunderstorms in the region although clear to continue to next destination. We departed and shortly after found two separate isolated systems converging on us from the sides. It became dark and rough. It started to rain

and lightning developed a couple miles off both wing tips. Some of the lightning strikes were in clear air. We considered to land in some fairly hospitable terrain although the small craft would have simply flipped over in the unstable multidirectional winds. Because it was clear ahead we pressed on.

The weather continued to deteriorate. As we approached Tucumcari, N.M., at a lower elevation, it was a welcome sight to see the first bit of green and to leave the Rocky Mountains behind us.

A quick refuel and we were off to Amarillo, Texas. We flew up over Amarillo at 9,500 feet. We were now enjoying the flat terrain. However, we realized our radio was not transmitting although John and I could talk on the intercom.

As we approached the airport at Clinton, Okla., I took this opportunity to explain how to enter an uncontrolled airport with no communication. John navigated around Oklahoma City, then on to Richard Lloyd Jones Jr. Airport, Tulsa.

We flew direct to Pogue Municipal Airport, west of Tulsa, for fuel. We departed to the north and stayed well clear of Tulsa Class C airspace then turned east. Heading direct toward Mt. Vernon, John continued to use landmarks to navigate.

We flew south of Springfield, Mo., north of Fort Leonard Wood's restricted area on to Sullivan Regional Airport. We departed and set a course to Hematite just south of the St. Louis.

As we flew over the Mississippi River, the visibility and ceiling were low thus requiring us to stay at 3,500 feet, which is less than we would have liked. Even though we were relatively low with high humidity, we were colder here than we were at 10,000 feet in the dry southwest. We monitored Scott Air Force Base control tower frequency and saw a variety of big iron turning long final. We found a nice little airport in Casey, Ill.

We turned east toward Dayton at 5,500 feet between Indianapolis Indiana and the National Guard's Camp Atterbury. We crossed into Ohio where landmarks of thirty years ago came into view.

We started a gradual descent into our hometown of Dayton and on the horizon saw the Moraine Airpark on the river. This is a very familiar site to us from many years past for it was the airport of

which my Dad was a founding member. As a tribute to our father, who was the first president of the Dayton Flyers, we both came up on the controls together for a nice landing to the west. He would have been proud. We taxied off the active to the grounds where it all started for us, Moraine Airpark.

John and I wanted to continue training and be part of the commemorative Wright Brothers' flight from Dayton to Kitty Hawk. Being brothers from Dayton, we were asked by the mayor of Dayton and the local Wright Brothers branch Post Office to air carry mementos as a goodwill gesture and present them to the mayor of Kitty Hawk and the principal of the First Flight School.

The following morning we started with a last minute pilot briefing, preflight, and grouping of the 20 some aircraft. There was quite a crowd present to cheer us on as we departed heading for Kitty Hawk.

As we continued our journey, we flew over Edenton, N.C.; proceeded on to Currituck County, N.C., and as we neared the airport, I could see the Atlantic Ocean. My larger than life family was on their annual vacation in Nags Head.

We landed to waving, cheering, and a banner for John and me, to show they were proud of what we accomplished on this trip. After a few pictures, they all headed to Kitty Hawk to meet up with us. The pilots had a quick briefing by Air Boss One as to the order and formation of our final and historic flight into Kitty Hawk. Then we departed.

John used one notch of flap for departure and the slow flight down the coast while staying with the group. Doc Williams led until we were within a couple miles from the monument and graciously turned the lead to the organizer, Rich Jennings, for the honor. Rich led all of us around the Wright Brothers' Monument at Kitty Hawk.

After holding our positions for a couple of passes around the monument, it was awesome to realize what the Wright Brothers had accomplished here.

Simply put, for us two brothers from Dayton, who had just flown coast to coast, it was an honor to help celebrate 100 years of flight and pay tribute to those two other brothers from Dayton.

Thank you, Orville and Wilbur.

# General returns to command 4th AF

**B**rig. Gen. Robert E. Duignan is the new commander of 4th Air Force at March Air Reserve Base, effective Sept. 1, as a result of a change-of-command ceremony Aug. 23.

He replaces Maj. Gen. James P. Czekanski, who moves to Scott Air Force Base, Ill., to be the mobilization assistant to the commander of U.S. Transportation Command. Czekanski, who became the 4th Air Force commander in August 2000, retired Aug. 23 from federal civil service after 35 years as an air reserve technician.

Lt. Gen. James E. Sherrard III, chief of

Air Force Reserve and commander of Air Force Reserve Command, presided over the change-of-command ceremony at the March Air Reserve Base cultural center.

Duignan thanked Sherrard for his confidence in him and for the opportunity to command 4th Air Force. Duignan has been the director of plans and programs at Headquarters Air Force Reserve Command, Robins Air Force Base, Ga., since June 2002.

"I grew up on the West Coast and spent half my career at Travis flying heavy aircraft, so it's great to be back on the

West Coast," the Seattle native said.

For the past 15 years, he has been stationed in the eastern United States, working on myriad of jobs including a tour of duty as the commander of the 445th Airlift Wing, Wright-Patterson Air Force Base, Ohio, and as Sherrard's deputy in the Pentagon.

As commander of 4th Air Force, Duignan will oversee more than 24,200 reservists, most of whom are assigned to units west of the Mississippi River to Guam. (AFRC News Service from a 4th Air Force news release)

## Red Ribbon Week Oct. 23-31

### The story behind the symbol

by 1st Lt. Magdalena M. Farley  
349th Aerospace Medicine Squadron

**E**nrique "Kiki" Camarena grew up in a dirt-floored house with hopes and dreams of making a difference. He worked his way through college, served in the Marines and became a police officer.

When he decided to join the U.S. Drug Enforcement Administration, his mother tried to talk him out of it. "I can't not do this," he told her. "I'm only one person, but I want to make a difference."

The DEA sent him to work undercover in Mexico investigating a major drug cartel believed to include officers in the Mexican army, police and government.

On Feb. 7, 1985, the 37-year-old Camarena left his office to meet his wife for lunch. Five men appeared at the agent's side and shoved him in a car. One month later, Camarena's body was found in a shallow grave. He had been tortured to death.

In honor of Camarena's memory and his battle against illegal drugs, people

began to wear red badges of satin.

Parents, sick of the destruction caused by alcohol and other drugs, had begun forming coalitions. Some of these new coalitions took Camarena as their model and embraced his belief that one person can make a difference. These coalitions also adopted the symbol of Camarena's memory, the Red Ribbon.

The National Family Partnership organized the first Nationwide Red Ribbon Campaign in 1988. Since that time, the campaign has reached millions of U.S. children.

Today, Red Ribbon Week is nationally recognized and celebrated, helping to preserve Special Agent Camarena's memory and further the cause for which he gave his life. The Red Ribbon Campaign also became a symbol of support for the DEA's efforts to reduce demand for drugs through prevention and education programs.

By wearing a red ribbon during the last week in October, Americans demonstrate their ardent opposition to drugs. They pay homage not only to Special Agent Camarena, but to all men and women who have made the ultimate sacrifice in support of our nation's struggle against drug trafficking and abuse.

The youth of today are future Air Force leaders. The key to addiction is "education and prevention." As an Air Force Reserve member it is our



Courtesy photo

responsibility to educate our youth in this country that simply saying no to drugs is just the beginning to a brighter future. Visit your unit orderly room for drug education and

prevention materials or call our office at (707) 424-5288.

To learn more about Red Ribbon Week events or drug prevention and education, visit these web sites: [redribboncoalition.org](http://redribboncoalition.org), or [gfpdrugfree.org/Home.asp](http://gfpdrugfree.org/Home.asp), or [imdrugfree.com/activities.html](http://imdrugfree.com/activities.html).

#### How is that a week?

"Red Ribbon Week" is confusing. When Red Ribbon Week began, it was observed the last full week of October, encompassing two weekends.

These dates change each year.

Several years ago, the national coordinators opted to change the dates to a more standardized format of October 23 to 31.

(Editors note: information compiled from the Red Ribbon Coalition website.)





# Climate survey kicks off Oct. 1

The Air Force is giving its members a chance to voice their thoughts and opinions - anonymously.

The Air Force Climate Survey kicks off Oct. 1. It is accessible via the web at <https://afclimatesurvey.af.mil>. It is easily accessible, user-friendly and completely anonymous. The survey ends Nov. 23.

By soliciting feedback from those that make it work, including all Air Force members, appropriated and non-appropriated fund civilians, and Air Force Reserve and National Guard, the survey will "tap the pulse" of the Air Force community.

Once completed, the survey will provide commanders a unique wide-angle view of a variety of key factors that effect their unit's state of readiness. The survey can also help commanders to set priorities, lay



the groundwork for group problem-solving on unit effectiveness, measure changes in attitudes and compare their unit to Air Force normative data.

Through the survey, people are asked to evaluate factors that have the greatest influence on the Air Force. There are 13 different sections. The sections are:

- \* Leadership
- \* Supervision
- \* Unit performance outcomes
- \* General satisfaction
- \* Unit resources

- \* Unit flexibility
- \* Training and development
- \* Recognition
- \* Teamwork
- \* Core values
- \* Job characteristics
- \* Altruism
- \* Participation and involvement

All the questions are answered on an agreement scale of one to six - strongly disagree to strongly agree.

The Air Force will release the results in February 2004.

It should be noted that the survey is not a Quality of Life Survey, a Military Equal Opportunity Survey, a Community Health Assessment, a "witch hunt" or report card.

Members for the 349th Air Mobility Wing who have questions about the Air Force Climate Survey should contact 1st Lt. Michelle Bonilla at (707) 424-4783.

## Combined Federal Campaign underway

The 2003 - 2004 Combined Federal Campaign runs for six consecutive weeks Sept. 1 through Dec. 15 for bases within the continental United States.

The CFC was established in 1961 and is the largest workplace charity campaign in the country.

This annual fall fund-raising drive allows nearly four million federal employees and military personnel to contribute to thousands of local and national nonprofit.

Last year, federal employees and military reached into their pockets to donate \$237 million to the CFC —

second only to the 2001 post-9/11 campaign. Contributions can be in cash, check or by payroll deduction.

On average, one in four Federal employees or their dependents will benefit from the CFC charities this year alone, according to officials. Donors may designate which charity, or charities, receives their money by filling out a pledge card.

The CFC web site is at [www.opm.gov/cfc](http://www.opm.gov/cfc).

Members of the 349th Air Mobility Wing interested in making a contribution

during the CFC should contact their respective orderly rooms to find out who their CFC representative is. (AFPC)



**Combined Federal Campaign**

## Ten step up in rank to Lt. Colonel

The following wing members will be promoted to lieutenant colonel on the dates indicated:

Roger A. Boyer, 70th ARS, April 29, 2004

Clifford R. Dunning, Jr., 79th ARS, Sept. 1, 2004

Gregory C. Gibbs, 301st AS, June 1, 2004

Fawn L. McCloud, 349th ASTS, Aug. 21, 2004

Terrell M. Munson, 79th ARS, July 16, 2004

Ray F. Nikkel, 349th AES, July 21, 2004

Laurie J. Parker, 349th MDS, July 26, 2004

Marc D. Russick, 70th ARS, Aug. 1, 2004

Kirby E. W. Simmons, 79th ARS, July 1, 2004

Thomas A. Simkinson, 349th ALCF, Oct. 1, 2003

# 70th is home with family and friends

by Senior Master Sgt. Marvin Meek  
349th Public Affairs

**Y**ou have finally perfected your juggling act. Both hands are now working in sync — Throw and catch. Throw and catch. Throw and catch. Now take one hand away...

When the 70th Air Refueling Squadron was called to active duty in February 2003, to support Operation Iraqi Freedom, for the families left behind, the juggling act suddenly and somewhat unexpectedly became much harder.

Immediately after its activation, nearly 90 percent of the squadron deployed to the remote location, Prince Sultan Air Base near Riyadh, Saudi Arabia, and, subsequently redeployed to Al Dhafra Air Base in the United Arab Emirates.

When they finally returned to Travis Air Force Base in July 2003, the squadron chose to make family the focus of their celebration with a 70th ARS Family Appreciation Day.

The event, which was held Aug. 1, started with an award presentation at the David Grant Medical Center Auditorium. Since its activation, 70th ARS squadron members have received more than 120 awards, including Aerial Achievement

medals, Air Medals, and Air Force Commendation Medals. "There are as many as 200 additional awards in a pending status — all for specific duties and outstanding accomplishments," said Tech. Sgt. Wade Wells, 70th ARS.

Lt. Col. Frank Marrero, 70th ARS commander, presided over the mass awards ceremony. Addressing the large audience of friends and family members, Marrero described the role the 70th ARS played in Operation Iraqi Freedom and the significance of each type of award being presented. And, he made clear to the audience how important the family back home was to the squadron's success.

"Once activated, we went from being reservists to becoming a part of the larger active duty force. We had an important job to do and we had to do it without knowing where we would end up or how long we would be gone. Was it difficult? Certainly, but what kept us going, day in and day out, was knowing that our families were in the best possible hands — yours. Our children were safe and you were here making sure everything at home was being taken care of. You were our inspiration."

The squadron is now in the demobilization phase continuing to perform its mission with the 60th Air

Mobility Wing; which means that while they may not be deployed to a remote location, they are not quite home yet either. "If you're in the commute area and the mission allows for it, you can go home almost every night and see your family. However, about 20 percent of the squadron lives outside the commute area," said Wells, a resident of Lawton, Okla.

After the award ceremony the squadron hosted a picnic outside the Travis Air Museum. While the children played in the shadows of the vintage aircraft, family members spoke reverently of how their lives changed when their spouse deployed.

Between mouthfuls of food and drink, they spoke about their experiences and shared tips on how to juggle everything, often times alone, in the family circus.

"Our families and friends continue to keep things together while we're gone. When we deploy, it also means that a Mom or Dad is away. It means that a co-worker or employer is out of the picture. Our absence can and occasionally does cause hardships. We all felt it was important for us to say thank you to all our families for making it possible for us to serve our country," said Wells.



Photo by Nan Wylie, Base Multimedia Service Center

**All together now:** Lt. Col. Frank Marrero, 70th Air Refueling Squadron commander, assembles the troops for this flightline photo.

## Communication Squadron's small team to the rescue

### A day in the life of the work group manager

by Capt Dawn Young  
349th Public Affairs

Their typical day, if one can call it a typical day, involves being wrapped up in more than 20,000 feet of cord.

That 20,000 feet is not just one cord, no, it comprises the tangled mess of more than 6,400 separate cords.

Their job is to be a Workgroup Manager (WGM); the people who keep computers and printers running day in and day out for the 349th Air Mobility Wing.

This small number of people who handle this enormous task include the Group WGM and Unit WGM. These people support more than 2,500 computer users and their average day consists of anything from password resets to complete computer rebuilds.

There are about 1,500 desktop and laptop computers in the 349th AMW and with those computers comes 200 network printers, 200 stand alone printers, data servers and hand-held devices.

The life of a computer starts when it is received from the Air Force Reserve Command, being configured for our network, software and patches before it is distributed to a unit. After the unit

receives it, it must be made ready for transferring any of the old data and profiles to ensure the user will be able to function on their new workstation.

Anything a user can identify as a problem on their workstation almost always generates a phone call to a Group WGM. It could be as simple as an unplugged cable, or the "blue screen of death."

Training is provided to everyone. With the evolving software releases and new innovations, it is important to keep our users and squadron level WGMs informed and well educated on a continuing basis.

This small team must be extremely knowledgeable and up to speed, to answer any question - or know where to find the answer - on more than 30 different types of software.

"Each group in the wing has its own unique software. Each WGM is responsible for being knowledgeable in the software specific to their squadrons' missions. We try to become knowledgeable on the software so if one of our customers has a problem, we can solve it for them," said Tech. Sgt. Chad Hamann, 349th Communication Squadron.

An example of unique software is the

Automated Business Services System for units to track equipment purchased, Electronic Personnel Security Questionnaire for personnel to get a security clearance, PageMaker for Public Affairs to create this magazine, and orders and Unit Training Assembly Program System for the orderly rooms.

The Group and unit WGM are also the only wing members allowed to load software onto the government computers.

"The way the computers are set up through the 60th AMW, 349th AMW and the Air Mobility Command, only workgroup managers and unit workgroup managers have access to load or re-configure computers," stressed Hamann. "This is necessary for security reasons."

Besides having a general understanding of these programs the workgroup managers must also ensure the 1,500 workstations are up to standard on a constant basis. This includes installing the most current software, upgrades and patches to keep the workstation free from vulnerabilities.

The wing depends on the ability to communicate quickly and easily and it is the dedicated work of these people that allows the 349th to continue to carry out its mission.

## Aerial Port establishes another first

by Senior Master Sgt. Marvin Meek  
349th Public Affairs

Team Travis has established another first in the Aerial Port community.

At 07 dark thirty on Aug. 5, 2003, the 60th APS deployed an exclusive team of activated 82nd APS reservists. To paraphrase both squadrons' mottoes, this is "The best, helping the rest, to meet the global reach challenge through deeds not words."

How did this all come about? Well, several weeks ago, a tasking came down for the 60th APS to deploy a team into Iraq and replace some of our warriors in the field.

Lt. Col. Mel Holland looked at his squadron and decided to meet the

challenge with an exclusive team of reservists.

Why? He saw all of his active duty squadron had either just returned from deployment or they were in the process of being reconstituted for the next AEF rotation. So, the logical decision was to task his Unit Deployment Manager, Mark Cuzzoli, with filling the positions with the most qualified members of the unit who had not yet deployed. They are fulfilling all of the roles in the Aerial Port from load planning, special handling, cargo, ramp, fleet and passenger services.

This team resulted in an all reserve cadre lead by Master Sgt. Rod Metoyer; assistant team chief, Master Sgt. George Lott; and team members, Master Sgts. Jaime Vasquez, Fred Ziegenmeyer, Angelia Messer, Tech. Sgts. Deliah Mack, James

Brucker, Laura Cervantes, David Stremmel, Staff Sgts. Michael Clark, Jayson Watson, Teresa Serrano, Dorothy Deerwester; Senior Airmen Michael Bradley and David Thompson.

This AEF Blue team would be a completely reserve team replacing an integrated reserve and active duty team. The next rotation of AEF Silver will, more than likely, be all active duty after they have completely reconstituted. This shows how well the "Team Travis" concept works. We are one and believe in each other to do the job to complete the mission. Our country was founded on the concept that we can always come together as one nation to accomplish the impossible and Team Travis proves that we will come together as one Air Force to win the fight.



## Promotions



### Chief Master Sergeant

Edward W. Gloor, 349th AMDS



### Senior Master Sergeant

Colleen M. Herrmann, 55th APS  
Marvin Meek, 349th AMW  
Rodney M. Metoyer, 82nd APS  
Roy A. Seisa, 349th EMS



### Master Sergeant

Keith L. Bennett, 749th AMXS  
Darlene G. Chaboude, 349th MOF  
Jocelyn J. Davidson, 55th APS  
Jesus D.V. Filardo, 349th AES  
Charles L. Green, 312th AS  
David K. Haynie, 349th AMXS  
Tammy R. Hill, 301st AMXS  
Stanley E. Kumas, 349th CES  
James M. Nimmo, 349th AMXS  
Robin L. Raine, 349th CMS  
Mark D. Resendes, 349th EMS  
Kenneth L. Ronk, 749th AMXS  
Molette Spain, 55th APS  
Darren A. Thews, 349th AMXS



### Technical Sergeant

Rowdy W. Adams, 312th AS  
Pedro M. Agcanas, Jr., 45th APS

Lester D. Allen, 349th CMS  
Dennis F. Balinsat, 45th APS  
Kyla L. Bowie, 349th AMDS  
Ricky R. Bullard, 349th AMXS

Davin J. Cinco, 301st AS  
Michael B. Clark, 82nd APS  
Harvey R. Deering, 749th AMXS  
Jeremy J. Erickson, 749th AMXS  
Christopher M. Gillespie, 349th SFS  
Robert L. Huston, 349th CES  
Jeremy B. Majors, 349th SFS  
Grzegorz J. Nowakowski, 349th CES  
Rebecca L. Peer, 55th APS  
Louis L. Quave, Jr., 45th APS  
Benjamin D. Scott, 55th APS  
Curtis W. Simpson, 55th APS  
Lantrel J. Stockton, 349th EMS  
Thomas J. Waldsmith, 349th CMS  
Kris J. Walton, 55th APS



### Staff Sergeant

Ana C. Baber, 312th AS  
Paolo C. Baligaya, 349th CMS  
Matthew D. Caspar, 349th ASTS  
Marcus A. Ditsch, 749th AMXS  
Jacqueline Gonzalez, 349th CS  
Todd N. Hicks, 349th EMS  
Rachelle M. Jones, 349th AMDS  
Kevin S. O'Leary, 349th CS



### Senior Airman

Brenda L. Mejia, 349th CMS  
Timothy C. Morascyzk, 45th APS  
Christopher J. Thomas, 349th EMS  
Alan E. Tucker, 349th AMXS

Gerald M. Aksland, 349th CES  
Ryan H. Buffington, 349th SFS  
Wende A. Gallagher, 349th AMDS  
Camie E. Gaudet, 349th ASTS  
Krystal L. Hasson, 349th SFS  
Robert Y. Livingston, 349th CES  
Ricahrd L. Manuntag, 312th AS  
Timothy H. Nissing, 301st AS  
Jared D. Pitts, 349th SFS  
Chieh Wang, 349th AMDS  
Tony L. Winbush, 349th MSS  
Amy S. Wyant, 349th ASTS



### Airman First Class

Steven L. Garbett, 349th AES  
Valerie E. Gibbs, 349th ASTS



### Airman

Teela D. Brown, 349th SFS  
Jorge I. Contreras, 349th AMDS  
Bichloan Thi Pham, 82nd APS

(All promotions effective Sept. 1, 2003)

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Master Sgt. April Boisseau, 349th Component Maintenance Squadron, was honored by the World Young Women's Christian Association as one of the Top Ten Business and Professional Women.



This award goes to honor women who have made significant contributions to their business and profession; established a record of community service; and have demonstrated leadership as a role model.

Courtesy photo